

Message Text

UNCLASSIFIED

PAGE 01 BAMAKO 03203 01 OF 02 151724Z

53

ACTION AID-59

INFO OCT-01 AF-10 ISO-00 ACDA-19 INT-08 COME-00 FDRE-00

PC-15 USIA-15 IO-14 DODE-00 AGR-20 EB-11 IGA-02 SSO-00

/174 W

----- 108061

P 151620Z OCT 73

FM AMEMBASSY BAMAKO

TO SECSTATE WASHDC PRIORITY 8007

INFO AMEMBASSY OUAGADOUGOU PRIORITY

UNCLAS SECTION 1 OF 2 BAMAKO 3203

AFDROUGHT

OUAGADOUGOU FOR FEI TEAM

E O 11652 N A

SUBJ: MEETING CEREAL REQUIREMENTS/MALI'S SIXTH REGION

FRANK MOORE & JESSE SNYDER SUGGESTIONS FOR RESUPPLYING
SIXTH REGION WITHOUT AIRLIFT

1. THE TOTAL CEREAL NEEDS OF THE REGION VI AMOUNT TO APPROXIMATELY 100,000 TONS. ABOUT HALF OF THIS NEED IS MET FROM LOCAL PRODUCTION. THE BALANCE OF JUST UNDER 50,000 TONS, CONSISTING OF JUST OVER 26,000 TONS OF MILLET AND SORGHUM AND ABOUT 21,5000 TONS OF RICE, IS SHIPPED IN FROM MOPTI BY RIVER AND, UNDER THE EMERGENCY AIRLIFT FROM BAMAKO.

2. THE TRANSPORT OF GRAIN ON THE RIVER IS A MONOPOLY OF THE COMPAGNIE MALIENNE DE NAVIGATION(CMN).

3. IN A YEAR OF NORMAL RAINFALL, FOLLOWING AT LEAST ONE YEAR OF NORMAL RAINFALL, THE WATER LEVEL OF THE RIVER PERMITS TRAFFIC FROM MID-AUGUST AT LEAST TO THE END OF JANUARY AND PERHAPS THROUGH FEBRUARY AND
UNCLASSIFIED

UNCLASSIFIED

PAGE 02 BAMAKO 03203 01 OF 02 151724Z

EVEN AS LATE AS EARLY MARCH. UNDER THOSE CONDI-

TIONS, CMN IS ONLY ABLE TO TRANSPORT ALL THE GRAIN REQUIRED BY REGION VI.

4. THERE IS A TIME OF TWO WEEKS TO ONE MONTH BETWEEN THE TIME THE RIVER CRESTS AT TOMBOUCTOU AND AT GAO, SO THAT TYPICALLY THE RIVER TRANSPORT BETWEEN MOPTI AND TOMBOUCTOU COMES TO A HALT SOMEWHAT EARLIER THAN BETWEEN TOMBOUCTOU AND GAO.

5. A ROUND TRIP FOR A BARGE TRAIN CARRYING 1,000 TONS OF GRAIN IN 100 KGS BAGS TAKE APPROXIMATELY 20 TO 26 DAYS: LOADING 5 TO 7 DAYS, TRAVEL DOWN RIVER TO GAO 5 TO 7 DAYS, UNLOADING 3 TO 4 DAYS, RETURN UPSTREAM, 7 OR 8 DAYS. MONTHLY GRAIN SHIPMENTS AVERAGE ABOUT 6,000 TONS.

6. PRESENT CMN FLEET CONSISTS OF APPROXIMATELY 6,000 TONS APPROXIMATELY BALANCES BETWEEN SHALLOW DRAFT BARGES AND FREIGHT CARRYING TUGS. (DRAFT RANGES FROM 0.60 TO 1.20 METER).

7. LOADING IS SLOW BECAUSE THE PROCEDURE CALLS FOR WEIGHING THE BAGS ON A PLATFORM SCALE. FURTHERMORE ALL HANDLING IS DONE ENTIRELY BY MANUAL LABOR.

8. THE REASON WHY RIVER TRANSPORT IS ADEQUATE ONLY IN A SECOND YEAR OF NORAML RAINFALL IS THAT THE INTERNAL NIGER DELTA (THE REGION WEST OF MOPTI) ACTS IN FACT LIKE AN ENORMOUS SPONGE THAT DRIES OUT WHEN RAINS FALL SHORT AND SOAKS UP WATER WHEN THE RAINS FALL BEFORE ALLOWING THE LEVEL OF THE MAINSTREAM TO RISE.

9. UNDER THESE CONDITIONS, IT IS WIDELY EXPECTED THAT RIVER TRAFFIC MAY NOT BE POSSIBLE MUCH BEYOND MID-DECEMBER THIS YEAR OR THE END OF DECEMBER AT THE LATEST. ALREADY ALL ALONG THE RIVER THE LEVEL IS FALLING FASTER THAN LAST YEAR AND IT IS ALREADY NOW BELOW LAST YEAR'S LEVEL.

10. THERE IS, THEREFORE, LITTLE DOUBT THAT THE MINIMUM UNCLASSIFIED

UNCLASSIFIED

PAGE 03 BAMAKO 03203 01 OF 02 151724Z

CEREAL NEEDS OF REGION VI CANNOT BE MET BY THE EXISTING TRANSPORT SYSTEM OPERATING AS IT DOES NOW.

1. THE BEST AVAILABLE, ALTHOUGH VERY ROUGH, ESTIMATES SUGGEST A SHORT FALL OF SOME 12,000 TO 15,000 TONS FOR THE PERIOD ENDING IN SEPT 1974.

12. THERE ARE ONLY A LIMITED NUMBER OF WAYS IN WHICH THIS

SHORT FALL CAN BE MET THIS YEAR WITHOUT RECOURSE TO A RENEWED COSTLY EMERGENCY AIRLIFT.

13. ANY MESURES TO IMPROVE THE PERFORMANCE OF THE RIVER TRANSPORT OPERATION THIS YEAR MUST BE IMPLEMENTED IMMEDIATELY TO HAVE RESULTS REMAINDER SHIPPING SEASON. BELIEVE CMN CANNOT HANDLE ADDED CAPACIY OF TUGS AND BARGES, BUT CAN EXPAND CAPACITY BY SPEEDING TURNAROUND TIME.

14. TASK FORCE RECOMMENDS IMMEDIATE PROCUREMENT AND AIRSHIPMENT OF

A) EQUIPMENT FOR WEIGHING LOADED TRUCKS FOR LOADING DOCK AT MOPTI. THIS EQUIPMENT SHOULD BE PORTABLE OR AT LEAST REQUIRE NO TIME CONSUMING INSTALLATION. ALTERNATE SUITABLE WEIGHING EQUIPMENT MIGHT BE CONSIDERED. SIMPLIFYING THE WEIGHING OPERATION IS ESTIMATED TO REDUCE TIME REQUIRED FOR LOADING TO 2 OR 3 DAYS AT THE MOST.

B) ONE MOVEABLE 2-3 TON CRANE EACH FOR DIRE-TOMBOUCTOU AND GAO TO REDUCE TIME REQUIRED FOR UNLOADING BY 1 OR 2 DAYS. DOCK SITUATION MOPTI AND GAO DIFFER EHNCE DIFFERENT REQUIREMENTS.

15. SPEEDING UP THE TURNAROUND TIME OF THE EXISTING TRANSPORT EQUIPMENT BY 3 TO 7 DAYS SHOULD INCREASE THE TONNAGE THAT CAN BE SHIPPED TO GAO BY 700 TO 2,000 TONS PER MONTH (BASED ON THE RANGES GIVEN IN PARA 4 ABOVE).

UNCLASSIFIED

UNCLASSIFIED

PAGE 04 BAMAKO 03203 01 OF 02 151724Z

16. OBVIOUSLY THE EFFECT OF INTRODUCING THE EQUIPMENT REQUESTED IS DIRECTLY RELATED TO THE LENGTH OF TIME IN WHICH IT CAN STILL BE USED THIS SEASON. DECISION BASED ON COST/EFFECTIVENESS EVALUATION SHOULD BE MADE IN LIGHT OF AIRLIFT COSTS NOW IN EXCESS OF 300 DOLLARS PER TON.

17. AT PRESENT AND CERTAINLY FOR THIS YEAR THERE IS NO POSSIBILITY OF ROAD TRANSPORT FROM THE WEST TO REGION VI.

18. HOWEVER, THE EXISTING ROAD FROM COTONOU (DAHOMY) TO GAO VIA NIAMEY WHICH IS NOW EXTENSIVELY USED FOR THE SHIPMENT OF FUEL IS NOT OPEN FOR GRAIN SHIPMENTS APPARENTLY BECAUSE NIGER GOVT UNWILLING TO GRANT PERMITS REQUIRED.

19. OPENING THIS PRACTICABLE DIRECT ROUTE TO REGION VI
WOULD ENSURE MEETING CEREAL REQUIREMENTS AND OBVIATE
NEED FOR FURTHER AIRLIFTS, PROVIDED NECESSARY TRUCKS
AVAILABLE OR OBTAINABLE.

UNCLASSIFIED

NNN

UNCLASSIFIED

PAGE 01 BAMAKO 03203 02 OF 02 151757Z

53
ACTION AID-59

INFO OCT-01 AF-10 ISO-00 ACDA-19 INT-08 COME-00 FDRE-00

PC-15 USIA-15 IO-14 DODE-00 EB-11 AGR-20 IGA-02 SSO-00

/174 W

----- 108267

P 151620Z OCT 73
FM AMEMBASSY BAMAKO
TO SECSTATE WASHDC PRIORITY 8008
INFO AMEMBASSY OUAGADOUGOU PRIORITY

UNCLAS SECTION 2 OF 2 BAMAKO 3203

AFDROUGHT

OUAGADOUGOU FOR FEI TEAM

20. CONSIDERING REGIONAL NATURE OF SAHEL DROUGH PROBLEMS,
TASK FORCE BELIEVES THAT THE CILSS OUAGADOUGOU RATHER
THAN US SHOULD SECURE NIGER GOVT COOPERATION IN
FACILITATING EMERGENCY SUPPLIES TO MALI IN LINE WITH
SOLIDARITY PLEDGED AT OUAGADOUGOU BY DROUGHT-AFFECTED
COUNTRIES.

21. TASK FORCE THEREFORE URGES THIS MATTER BE TAKEN UP WITH
DAKOURE AND THAT HE BE REQUESTED AS DROUGHT RELIEF COOR-
DINATOR TO OBTAIN NIGER CLEARANCE FOR USE OF CONTONOU,
NIAMEY ROAD FOR GRAIN SHIPMENTS TO GAO.

22. PROBLEMS OF ADEQUATE CEREAL SUPPLY COULD ALSO BE
EASED BY INCREASING LOCAL GRAIN PRODUCTION. TASK FORCE
MEMBERS VISITING GAO WERE REQUESTED BY AGRICULTURAL STAFF
OF REGIONAL GOVERNOR TO FIND MINOR WATER CONTROL WORKS

BRINGING APPROXIMATELY 7,600 HECTARES VFTO CULTIVATION
AND MINIMALLY INCREASING YIELDS BY 4,000 TONS.

23. COST ESTIMATES WERE GIVEN AS APPROXIMATELY
TWELVE DOLLARS PER HECTARE BUT ARE NOT NECESSARILY
UNCLASSIFIED

UNCLASSIFIED

PAGE 02 BAMAKO 03203 02 OF 02 151757Z

FIRM. ALTHOUGH THIS SPECIFIC PROPOSAL WAS NOT
SUBMITTED TO TASK FORCE BY THE MALIAN GOVT,
IT IS SIMILAR TO OTHER PROJECTS WHICH HAVE BEEN
SUBMITTED AND IS CLEARLY IN LINE WITH GOVT POLICY.

24. TASK FORCE RECOMMENDS THEREFORE IMMEDIATE
APPROVAL OF UP TO DOLLARS 100,000 TO PERMIT COMPLETION
OF THESE SIMPLE CHORES IN TIME FOR JANUARY PLANTING
OF SORGHUM AND MAY PLANTING OF RICE.

25. SIMILARLY THE REGIONAL AGRICULTURAL STAFF RECOM-
MENDED THE INTRODUCTION OF SIMPLE MOTOR PUMPS TO
INCREASE THE IRRIGATED AREA AVAILABLE FOR CROPPING.
NO DETAILED REQUEST WAS PRESENTED. THE TASK FORCE
BELIEVES THAT THE SOUTHEAST ASIAN "DRAGON FLY" PUMPS
FOR WHICH SPECIFICATIONS AND COST INFORMATION HAS
BEEN REQUESTED IN A CABLE FROM PARIS ON OR ABOUT
SEP 24 WOULD BE EMINENTLY SUITABLE FOR MALI AS
FOR OTHER COUNTRIES OF THE SAHEL. A REPLY ASAP TO OUR
EARLIER QUERY ABOUT THESE PUMPS IS THEREFORE URGENTLY
REQUESTED.

26. THIS CONCLUDES THE MEASURES THAT CAN BE TAKEN
IMMEDIATELY TO DEAL WITH THE SHORTFALL IN GRAIN
REQUIREMENTS IN REGION VI THROUGH NEXT YEAR.

27. FOR THE MEDIUM AND LONG TERM BEYOND THAT, THE GOM
HAS SUBMITTED A PROPOSAL TO IDA/IBRD FOR MAJOR IMPROVE-
MENTS IN RIVER TRANSPORT. CERTAIN EARLY ACTIONS ALSO
NECESSARY TO EXPAND SHIPPING CAPACITY FOR AUG 1974
SHIPPING SEASON. USAID SHOULD ASCERTAIN THE STATUS OF
THAT PROPOSAL.

28. UNLESS EARLY APPROVAL IS ANTICIPATED, TASK FORCE
RECOMMENDS AID GRANTS FOR FOLLOWING ITEMS IN ABOVE
PROPOSAL.

A) FIVE MARINE DIESEL ENGINES OF 200 CV (FRENCH
HORSE POWER SPECIFICATION) FOR PRESENT
ANTIQUATED CMN TUGS TO INCREASE SPEED OF
BARGE CONVOYS FROM ABOUT 4 MPH TO 6 OR 7 MPH.
UNCLASSIFIED

UNCLASSIFIED

PAGE 03 BAMAKO 03203 02 OF 02 151757Z

IN ORDER FOR THESE MOTORS TO BE INSTALLED IN TIME FOR THE NEXT TRANSPORT SEASON BEGINNING ABOUT AUG 1974 THEY SHOULD REACH BAMAKO NO LATER THAN END OF JANUARY. WHILE MCN EXPERIENCE IS WITH FRENCH BAUDOUIN AND GERMAN DEUTZ ENGINES, AMERICAN ENGINES WITH METRIC SPECIFICATIONS AND ADEQUATE SUPPLY OF PARTS WOULD BE ACCEPTABLE CMN PROPOSAL TO IBRNSESTIMTES TOTTAL COST AT DOLLARS 150,000 WHICH SEEMS LOW.

B) EQUIPMENT TO RENOVATE MAJOR CMN WORKSHOP AND REPAIR FACILITY AT KOULIKORO ORGINALLY EQUIPPED ABOUT 1925 AND ESTABLISHMENT OF A FACILITY FOR ROUTINE MAINTENANCE AT MOPTI. EACH INSTALLATION IS ESTIMATED TO COST 100,000 DOLLARS FOR A TOTAL OF 200,000 DOLLARS. COPY OF CMN PROPOSAL ITEMIZING EQUIPMENT REQUIRED HAS BEEN POUCHED TO MOORE AFR/DP.

C) INSPECTION LAUNCH FOR CMN MANAGEMENT USE AT AN ESTIMATED COST OF 60,000 DOLLARS. IN THE ABSENCE OF SUCH A LAUNCH NOW, THE MANAGER AND THE TECHNICAL STAFF TRAVEL ON THE SLOW BARGE TRAINS WHICH IS A CONSIDERABLE WASTE OF SCARSE AND VALUABLE HIGH LEVEL MANPOWER.

D) TWO BULK TANKER BARGES 300 TONS EACH. ONE OF THESE IS TO BE USED AS DOWN-RIVER STORAGE FOR THE RIVER FLEET OBVIATING THE NEED OF TAKING FUEL FOR THE ROUND TRIP AT THE COST OF TRANSPORT CAPACITY. THE OTHER IS TO ENSURE THE FUELD SUPPLY REQUIRED FOR GRAIN DISTRIBUTION BEYOND THE RIVER PORTS. THE CMN PROPOSAL ESTIMATES THE COST OF THESE BARGES AT() (NO FIGURE PROVIDED, ATTN: FRANK MOORE USAID) DOLLARS EACH. HOWEVER, THESE ARE NOTIONAL AMOUNTS SINCE THE COMPANY MIGHT BE ABLE TO BUILD THE BULK TANKS AND THE BARGES AT KOURIKORO ONCE THE WORKSHOP HAS BEEN RENOVATED. FOR THE PRESENT CMN REQUESTS SPECIFICATION AND BLUEPRINTS FOR THE CONSTRUCTION OF 300 TON BULK STORAGE TANKS AND SHALL DRAFT (NOT EXCEEDING 1.20 METER) BARGES TO CARRY THEM.

UNCLASSIFIED

UNCLASSIFIED

PAGE 04 BAMAKO 03203 02 OF 02 151757Z

29. IVER TRANSPORT IS HAMPERED BY SHOALS AND OUT CROPPINGS OF ROCK IN FOUR LOCATIONS. GOM IS INTERESTED

IN FINDING OUT WHETHER THESE OBSTACLES COULD BE REMOVED BY RELATIVELY MINOR BLASTING. TASK FORCE SUGGESTS TDY ASSIGNMENT OF COMPETENT SEABEE OR ARMY EQUIVALENT TO INVESTIGATE FEASIBILITY OF QUICK LOCAL CLEARANCE OF OBSTACLES.

30. LASTLY, TASK FORCE RECEIVED WIDELY DIVERGENT AND THOROUGHLY CONTRADICTORY OPINIONS ON FEASIBILITY OF RELATIVELY MINOR REPAIR AND CLEARANCE EFFORTS TO OPEN MOPTI-GAO ROAD TO HEAVY TRUCKS FOR GRAIN SHIPMENTS DURING DRY SEASON. TWO-WEEK TDY ASSIGNMENT OF REDSO ROAD ENGINEER IS REQUESTED TO TRAVEL OVER THE ROAD BY EMBASSY LANDROVER IN ORDER TO ADVISE USAID ON POSSIBLE ACTION.
KUNIHOLM

UNCLASSIFIED

NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: n/a
Control Number: n/a
Copy: SINGLE
Draft Date: 15 OCT 1973
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Authority: n/a
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1973BAMAKO03203
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: n/a
From: BAMAKO
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1973/newtext/t19731033/aaaaayeo.tel
Line Count: 346
Locator: TEXT ON-LINE
Office: ACTION AID
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 7
Previous Channel Indicators:
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Review Action: RELEASED, APPROVED
Review Authority: boyleja
Review Comment: n/a
Review Content Flags:
Review Date: 29 OCT 2001
Review Event:
Review Exemptions: n/a
Review History: RELEASED <29-Oct-2001 by chappeld>; APPROVED <14 FEB 2002 by boyleja>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: MEETING CEREAL REQUIREMENTS/MALI'S SIXTH REGION FRANK MOORE & JESSE SNYDER SUGGESTIONS FOR RESUPPLYING
TAGS: EAID, SWEL, ETRN, ML, NG
To: STATE
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005